

Deputy Commander “straw man” remarks for E2/C2 Symposium 3 MAY 12

Communication Objectives

- Communicate the three tenets of the CNO’s Sailing Directions
- Highlight Hawkeye and Greyhound contributions to the fleet
- The future of the E-2 and tactical C2 and fleet logistics
- The future of warfighting
- Parallel E-2/C-2 operations to those of the War of 1812

Introduction

- Thank DVs present, RADM Branch, RDML Shelanski and Commodore Danehy.

CNO’s Tenets

- These are the key considerations we should apply to every decision from CNO.
 - War fighting first: Be ready to fight and win today, while building the ability to win tomorrow
 - Operate Forward: Provide offshore options to deter, influence and win in an era of uncertainty
 - Be Ready: Harness the teamwork, talent and imagination of our diverse force to be ready to fight and responsibly employ our resources

Highlights of Hawkeye contributions to the fleet

- The **Primary mission** is to provide all-weather airborne early warning, airborne battle management and command and control (C2) functions for the Carrier Strike Group and Joint Force Commander.
- **Additional missions:**
 - Surface surveillance coordination
 - Air interdiction
 - Offensive and defensive counter air control,
 - Close air support coordination,
 - Time critical strike coordination,
 - Search and rescue airborne coordination and communications relay.
- The onboard communications and data processing/distribution subsystems are capable of transmitting the tactical picture to command centers at sea or ashore.
 - Radar and identification friend or foe system can detect targets at ranges in excess of 300 nmi
- E-2 aircraft were the last U.S. air unit covering the withdrawal from Iraq Dec 2011
- E-2 aircraft provided the airborne command of the relief effort using their extremely capable Hawkeye 2000s in OPERATION TOMODACHI.

- E-2 for supporting maritime security operations and theater security cooperation efforts in the U.S. FIFTH FLEET area of responsibility.
- E-2 contributions to SOUTHCOM in 2011
 - VAW-77 two dets separate deployment to Barranquilla, Colombia (105 days total)
 - worked closely with Colombian Air Force, Navy and Coast Guard and forged new partnerships for the United States
 - E-2 dets controlled COL Navy and Air Force aircraft and Coast Guard interceptor boats, disrupted 7.1 metric tons of cocaine from being delivered and contributed to 16 arrests assisted in capture of a semi-submersible and two go-fast boats
- An E-2C out of PAX River was the first aircraft over Washington D.C. performing the AWACS mission immediately following the attacks on Sept. 11, 2001

Highlight of the Greyhound Contributions to the fleet

- **Missions:**
 - Provide detachments manned and ready to deploy in support of the joint combatant commanders
 - Deliver high priority logistics support to local aircraft carriers
 - Train pilots, aircrew and maintainers in order to deploy
 - Conduct DV missions
 - Support Naval Special Warfare
- C-2A can deliver a combined payload of 10,000 pounds over a distance in excess of 1,000 nm.
- The interior arrangement of the cabin can readily accommodate cargo, passengers and litter patients.
- Priority cargo such as jet engines can be transported from shore to ship in a matter of hours. A cargo cage system or transport stand provides restraint for loads during launches and landings.
- The large aft cargo ramp/door and a powered winch allow straight-in rear cargo loading and unloading for fast turnaround.
- The C-2A's in-flight ramp open capability allows airdrop of supplies and personnel. Its on-board Auxiliary Power Unit provides engine-starting capability and ground power self-sufficiency in remote areas provides an operational versatility found in no other cargo aircraft.
- By bringing their own maintenance support personnel, the CODs are an autonomous unit that does not require assistance from local support activities or commands where they operate.
- The C-2A carries 26 passengers or up to 20 litter patients.
- In 2012, the VRC-30 Provider team deployed four detachments in support of Operation NEW DAWN, Operation ENDURING FREEDOM, and Operation TOMODACHI.

- For Haiti ops C-2A aircrews put in 12 plus hour days and most made a minimum of five trips per day into Haiti. **The collapsable wings allowed the aircraft to take up less ramp space at the Port Au Prince Airport (a damaged small single runway airport that was the logistics hub for relief ops with severe limitations on ramp space).**
- C-2 aircraft have been based at remote forward logistics sites with deployed detachments supporting multiple Carrier Strike Groups that operate in the CTF-20, FIFTH, and SIXTH Fleets by providing logistics to aircraft carriers up to 1,000 miles away.
- Notable DVs transported by C-2A aircraft: Astronauts Alan Shepard and Scott Carpenter, sports icons including Tiger Woods, Dale Earnhardt, Jr., numerous Congressional and Cabinet members, business leaders, and entertainers such as Bruce Willis, Charlie Daniels, Jimmy Buffett, and Robin Williams.
- Overall in 2012, the Providers of VRC-30 flew over 4,800 flight hours, safely transporting 15,244 passengers, 4,277 distinguished visitors and 2,254,471 lbs of high priority cargo and mail to five carriers at sea.
- Every year, VRC-40 carries over three million pounds of mail and cargo and effects over 1,000 arrested landings.

The future of the E-2 and tactical C2 and fleet logistics

- The E-2D integration in the broader Naval Aviation strategy is very important.
 - Over the next decade, a series of planned upgrades including in-flight refueling, and continued evolution of sensors and systems will continue to increase the capabilities of the Advanced Hawkeye
 - E-2D carries the most powerful generators carried in an aircraft and the most advanced radar for an AEW platform
- C-2A Replacement- I am confident there will be something to provide capability the form is TBD.
 - A capability will be needed to provide logistical support to the tip of the spear
 - Future airlift capacity to carriers is something that must be ensured
 - Capability must be as versatile as the C-2
- Current Fleet demand challenges from my perspective - OPTEMPO, ITEMPO, 90% FIT

The future of warfighting

- On any given day, we might need to attack a terrorist camp, capture a pirate vessel, and /or deliver emergency relief – all in different parts of the world – We cannot always afford to wait to set up big operations on land, or to get another country's permission to come ashore.
- Rising powers have begun military buildups to match their economic growth – with uncertain consequences for the future.
- Adversary capabilities to deny access and areas to Joint/Coalition forces are becoming increasingly advanced and adaptive ***across the globe**. These A2/AD capabilities **across the globe** challenge Joint/Coalition freedom of action by causing forces to operate with higher levels of risk and at greater distances from areas of interest.
(* do not tie to a specific region or country per OSD/PA and CHINFO)
- Joint/Coalition air and naval forces must maintain freedom of action by shaping the A2/AD environment to enable concurrent or follow-on operations.
- The bottom line: We cannot predict where the next threat will come from. We need to be ready to confront a range of challenges, whenever and wherever they happen.
- The Navy is ideally suited for this kind of world. That is because the Navy is fast and flexible.
- We face an increasingly complex warfighting environment.
 - There is an increasing focus on the Pacific
 - Tyranny of distance is still a major factor in military operations
- The critical role of E-2D future operations in kill chains.
 - Highlight the important linkage from air to sea kill chains, command and control of forces in land, sea and air domains
 - The ability of pairs of E-2Ds to operate together in the Pacific will bring new capabilities to operations
- The capabilities of the E-2D bring game changing command and control abilities to fight the next war.
 - Long on station time
 - In-flight refueling capability important
 - The E-2D cockpit will allow the copilot to integrate fully into the mission of the aircraft, this is a substantial increase in task sharing from three to four tactical operators
 - Copilot will still be able to perform all previous piloting duties while in the critical phases of flight, while maintaining sufficient situational awareness to significantly contribute to mission success
 - From a warfighting perspective the capabilities the advanced radar bring to table are incredibly important

- The role of C-2 capability in the future.
 - Logistics and sustainment for independent ops far away from home
 - Last logistical mile to the fleet will remain crucial
 - The Navy will need a versatile platform to continue to handle the important and varied missions that the C-2 handles today

Parallels of 1812 to Today

- The E-2 provides the best vantage point for the fleet and is today's crow's nest.
- The C-2 provides incredible versatility for the fleet much like the USN frigates of 1812.
- For more than 200 years, the U.S. Navy has ensured freedom of the seas. By promoting and defending democracy, we have protected the American way of life.
- Sailing forward in the defense of America and our allies, you, like those Sailors two-hundred years ago, are operating forward.
- The same great American innovative spirit of the ship designers and skilled maritime labor force that created superior fighting ships for global force projection in 1812 continues today in shipbuilding and aviation.

Closing

- The Hawkeye has been the "eyes of the fleet," since 1964 performing critical missions around the globe.
- Of the 100 years of naval aviation E-2 variants have flown 50 of them, first flight 1961.
- The E-2D will continue this tremendous legacy of excellence providing unsurpassed aerial command and control to the Fleet.
- The C-2 has been the "jack of all trades" since 1965 also performing critical missions around the globe providing the crucial last logistical mile to the fleet
- The COD is often the first impression to various audiences serving as the "quarterdeck of the Navy," arriving on time with high-priority personnel and cargo.
- Active and frequent engagement with the Fleet and Industry ensures the Fleet continues to receive outstanding support to critical airframes like the E-2 and C-2.
- Our aircrew, maintainers and all Sailors regardless of rate, are the foundation of our service. It is their leadership; dedication and innovation that make these weapon systems and our Navy the greatest Naval force in the world.